

D OLD TOM DRY GINS
37.00 C PER DOZEN L
SOLE AGENTS H. PRICE & CO.

Hongkong Daily Press.

ESTABLISHED 1857

"GRAND PRIX" PARIS 1900.
The Highest Possible Award.
JOSEPH
GILLOTT'S
PENS.
Of Highest Quality, and having
Greatest Durability are therefore
CHEAPEST.
The Only Award, Chicago, 1893.
NUMBERS FOR USE BY BANKERS
Barrel Pens, 255, 220, 262.
Ship Pens, 332, 300, 287, 166, 404, 700
In Fine, Medium, and Broad Points.
The New Turned-up Point 1032.

No. 13,546 號陸十肆百伍千壹萬壹第 日亥十式月陸年柒十二緒光 HONGKONG, TUESDAY, AUGUST 13TH, 1901. 歲拜禮 號卷十月捌年壹零百九千壹英港香 PRICE, \$21 PER MONTH

CHAMPAGNE

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ.

Distinguished by 4 Stars on the Label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY:—

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BL'ND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNQUELLED AT THE PRICE

AGENTS—SIEMSSSEN & CO., HONGKONG.

PRICE \$10.75 PER DOZEN

NET

"SPECIAL BLEND" WHISKY

Blend of Selected Distillations of the Finest Scotch Whiskies

Apply to SIEMSSSEN & CO., HONGKONG.

HONGKONG, 1st January, 1901.

CUTLER, PALMER & CO.

PRICE \$10.75 PER DOZEN

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Apply to SIEMSSSEN & CO., HONGKONG.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.30 a.m. to 8.00 a.m. Every 10 minutes.

8.00 a.m. to 8.30 a.m. Every 15 minutes.

8.30 a.m. to 9.00 a.m. Every 10 minutes.

9.30 a.m. to 10.00 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.00 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 15 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 15 minutes.

2.15 p.m. to 2.45 p.m. Every 15 minutes.

3.30 p.m. to 3.45 p.m. Every 15 minutes.

3.45 p.m. to 4.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

Extra cars at 11.30 p.m. and 11.45 p.m.

EXTRA CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 1st April, 1901.

VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having a first-class Machine, and the above Establishment is always leading in this respect.

We are Agents for the famous "NEW HOWE" and "MONOPOLY" CYCLES, and we also supply fittings of every description.

Bargains can be had in second-hand Machines.

Repairs executed with promptitude and skill.

Enamelling a specialty.

McKIRDY & CO., 43, Queen's Road East.

Hongkong, 1st April, 1901.

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs, net ex Factory.

\$3.30 per Bag of 250 lbs.

SHEWAN, TOWERS & CO., General Managers.

Hongkong, 1st June, 1901.

NOTICE.

I HAVE THIS DAY RESUMED my

DENTAL PRACTICE.

WM. MACLEOD, D.D.S., RECONSCILED ARCADE.

Hongkong, 1st August, 1901.

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\$20 PER DOZ.

Distinguished by

INTIMATION.

ESTABLISHED A.D. 1841.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS

SCOTCH
WHISKY.WATSON'S VERY OLD
LIQUEUR SCOTCH WHISKY.

E

BLEND.

Pronounced by Connoisseurs to be the
BEST BRAND in the FAR EAST.

Per Dozen \$15.00.

The following Blends are also recommended, and are unsurpassed in quality:

A.—THORNE'S BLEND \$10.80

B.—GLENORCHY, MELLOW

BLEND, a fine Soda

WHISKY of great age 10.80

C.—ABERLOUR-GLENLIVET 12.00

D.—H.K.D. BLEND of the Finest

Old Malt Scotch WHISKIES 14.40

A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY

BIRTH.
On the 7th July, at Chalfont St. Giles, the
wife of A. G. WISE, of a son.
DEATH.
On the 23rd July, at Seoul, Korea. WILLIAM
DUPONT HUTCHISON, aged 43 years.The Daily Press.
HONGKONG OFFICE: 14, DES VIEUX ROAD
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 13th August, 1901

The risk of international complications is very much increased by the greater attention which is now apparently paid to public speeches, whether they be delivered before or after dinner. Speech-making, as far as we know, is not a habit which it has spread in recent years. Complimentary banquets and public ceremonials have always been attended by oratorical displays, and the ability or inclination for addressing a dinner-party or a crowd has marked numberless men in the past. Unfortunately or fortunately—as it may be held—the practice of recording such speeches has not prevailed until quite recent times. It is the outcome, indeed, of journalism, and to journalism and telegraphy together must be ascribed the apparent importance attained by the speech-maker. Even within the past few years the competition of the newspaper trade has led to the result that many speeches which might otherwise have been left to the local journals, with a bare record elsewhere of their occurrence, are now known almost all over the world, it may be said, within a very short time from their delivery. Thus the orator has widened his appeal, and the after-dinner speaker must remember that his remarks will reach those who have not partaken of the same dinner with him and will look the more coldly on what he says.

The subject of the fictitious importance which is attached to utterances on convivial and ceremonial occasions is suggested by a discussion which has arisen over a remark made by General Sir ALFRED GASELEE at a dinner given in his honour by the branch of the China Association at Kobe. General GASELEE said that "we should never have effected the relief of the Peking Legations without the help of our allies, the Japanese"—a remark which seems harmless enough in itself, but which has called down on the speaker's head some irate comments from non-British residents in Japan. By "we" or "our" it is argued, General GASELEE must have meant the British, and therefore he was arrogating to Great Britain and Japan the whole credit of relieving the

besieged Legations. It is of course, obvious that General GASELEE intended nothing of the kind, but the ambiguity of his expression gave his over-sensitive critics the text for their complaints. It is not long since Admiral Sir EDWARD SEYMOUR by his remarks on Britain's rivals at the banquet of the Shanghai branch of the China Association caused no small stir. And yet our Admiral said nothing which was not recognised as true long before he spoke. In Europe recently we have seen still more absurd exhibitions of the way in which deep meanings can be extracted by the critics from utterances prompted merely by some special event. We have been reading in the home papers of the "great" motor-car race from Paris to Berlin. As the winner, a Frenchman, arrived at his destination, remarkable scenes occurred. French flags waved beside German, and bands played the "Marseillaise." Certain minor German celebrities then proceeded to improve the occasion by expatiating on the friendship between France and Germany and apparently got themselves taken seriously. At any rate, the newspapers have commenced to discuss the chances of a Franco-German rapprochement and the influence which such an event would have on the politics of Europe. This is, indeed, a curious result from a little gush over a motor-car victory! We do not lose sight of the fact that Count von WALDSEEMÜLLER has also paid his tribute to the Great French Nation, or that his sovereign earlier still made one of his remarkable speeches over the closer union between France and Germany owing to their soldiers fighting side by side in China. But, had not M. FOURNIER won the motor-race, and the Duke of RATHBORN been effusive over his victory, it is certain that we should never have had all this discussion about political changes. The German Emperor in his capacity of orator has been particularly the victim of the exaggerated critics. In fact so much has been suffered at their hands that his printed speeches are now all, it would appear, personally edited in the manner in which certain Hongkong speakers would have their speeches brought out. Really, in many ways, an extension of this system would be excellent. The speaker could then always address to his particular audience the remarks which he wished to make at the moment, while his words to the world would be such as he ought to have spoken or as it would have been expedient for him to have spoken. The only other way to avoid the complications which may arise out of individual utterances is for the public generally not to attach undue importance to remarks either after dinner or before, at motor-car races, out of railway carriage windows, or elsewhere. This is the simpler solution of the difficulty. There is, however, no likelihood of its adoption. The spoken word, especially when translated into print, has a peculiar potency. He must be a painful speaker who cannot increase his apparent value in the eyes of the world when he stands up to speak.

Mr. Kemp, Acting Police Magistrate, having gone to the New Territory to try breaches of the law, there was no sitting in the Small Court yesterday morning.

Beechfield Arcade will soon be, if it is not already, out of the hands of the workmen, and, with its French grey walls, bright-coloured verandahs, and brick-red roof, looks like one of the enchanted palaces of the nursery. The tenants are moving in again.

During the 48 hours ending at noon yesterday there were reported two fresh cases of plague and two deaths (Chinese). Last week's figures were:—10 cases, 12 deaths. The week's cases, therefore, are fewer than they have been since the week ending 23rd March.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Benjamin Kelly & Potts \$25

H. P. Tooker \$5

The auction of landed property at Yau Ma Tei held by Messrs. Hughes and Hough, proved a failure. A large crowd of Chinese gathered about, but no purchasers. There were six lots to be sold. The auction started with Lot 6, at an offset bid of \$1,500 and the bidding rose to \$3,000, when the lot was withdrawn. Lot 5 fared even worse: it was started at \$2,000 and had to be withdrawn at \$2,200.

The Australian Vedeville and Specialty Company give their last performance at the City Hall to-night, when it is to be hoped a crowded house will assemble to wish the company farewell. An attractive programme (the fourth change of bill since our visitors arrived) has been arranged for the final night. The company leave to-morrow morning by the s.s. *Kunming* for Singapore.

The following example of how English is written may be seen in front of a barber's shop in Hollywood Road. It also shows a new style of addition which would do credit to an Indian Socrate:—

For Sale 1 Setter red dog \$60

1 " " beach \$30

\$150

(Both training for shooting.)

The British gunboat *Pigmy* left yesterday morning for Canton and the transport *Mirant* for Taku. The transports *Holla* and *Chingtu* arrived yesterday from Taku.

All Chinese vessels before entering Tsingtao must now remain outside the Tsingtao bridge until examination shows that no contagious disease cases are carried aboard.

Tsingtao is evidently making rapid progress commercially. Latest advices state that within the previous four weeks no less than nineteen building lots were put up for auction by the government at the request of Chinese, and fetched a total of \$15,640.

The *Paravetta*, with the next English mail, left Singapore on the 11th inst., at noon, and may be expected here on Friday, at about 8 a.m. This steamer brings replies to letters despatched from Hongkong on the 17th June.

An effort is to be made in Japan to commemorate the loyalty to his lord of Oishi Yoshio, the leader of the Forty-seven Ronin, whose story forms the most celebrated incident in Japanese feudal history, by the erection of a shrine on the estate he formerly held.

The *Ostasiatische Lloyd* of the 2nd inst. says that the Russians recently landed a great number of boxes during the night at Newchwang. The landing was effected with great secrecy, and the consignment is said to have consisted of a large amount of powder and ammunition.

According to a Japanese paper, France has applied to Governor Yuan for permission to survey the Grand Canal through Shantung. The French explain the application by the statement that they intend to run steamboats through the canal between Kiango, Shantung and Chihli to afford additional facilities for the return of the Court to Peking.

The Filipino leaders indignantly deny that the recently unearched plots of the new Katipunan Society have any political significance. They are stigmatized as the hatching of a few lawless and discontented ex-insurgents, who only had joined the insurrection for the plunder they could get out of it, and not from any patriotic sentiment, and therefore peace and regular work for a livelihood does not suit them.

An *Awashi Shimbun* representative, interviewing General Yamaguchi on his return to Japan, elicited the following remarks from Li Hung-chang:—Li Hung-chang's physical condition is very pitiable. He cannot walk without aid, and he never enjoys a week of uninterrupted health. But he nevertheless obliged to continue the negotiations with the Foreign Representatives. He continues also the various schemes and plots which have become second nature to him—a very old contriver.

Very bitter complaints have reached Japan from New Caledonia about the treatment of Japanese labourers sent there by the Toyo Kaisha to work in the mines of a French Company. If even a part of the statements published be true, a very disgraceful state of affairs exists. Tokyo newspapers are disposed to blame the emigration company as much as the French firm. They say that responsibility for the serious troubles which impend when the men are driven to desperation, will have to be borne by the agents as well as by the employers.

Railroads in Siam, according to the *L'Asiatique* in Tonkin, are a paying investment in Siam. Our Toakin contemporary claims, however, that the line from Gonko to Slikin, somewhat over 1000 kilometres, is run at a loss. The fault, the paper claims, lies in the use of a broad instead of narrow gauge, which doubled the cost of a construction. In spite of the gloomy outlook the line to Chengmai, some 300 kilometres—will be proceeded with. It is admitted by the Bangkok Times that this line passing through a sparsely settled country will not pay much from a shareholder's point of view.

The French Minister to Seoul is reported to have lodged the following demands with the Korean Government as an outcome of the rioting in Quelpart:—1. The Korean Government to pay 4,160 yen as compensation for damage done to the houses and property of the French missionaries in Quelpart. 2. 1,000 yen to be paid by the Korean Government for a Korean employee of a missionary, who was killed by the rioters. 3. The converts who were exiled in connection with the recent rioting not to be further punished. 4. A list of 50 rioters to be forwarded to the Korean Government for punishment according to Korean law.

The *Kobe Chronicle* comments on the attitude of our Captain Superintendent of Police toward the Press, and says:—"It appears there is considerable discontent among the Hongkong police, and presumably the action of Mr. May is in return for the strong criticisms of his conduct as head of the police that have appeared in the Hongkong papers. Judging from what appears in the Hongkong papers occasionally, there seems to be more liberty, as there is certainly more courtesy, on the part of officials in Japan than in a British Crown Colony, which seems to be made a refuge for official insolence and incapacity." The *Kobe Herald* says on the subject of the Captain Superintendent's remarks at the Sanitary Board meeting of the 25th June:—"We suggest to the Hongkong papers that some day they give a real and absolutely like-life verbatim report of the Hon. F. H. May and other speakers, including all the hum and hah, the chs and other ejaculations, the hoo-choo grammar, the asides, the omissions, elisions, excisions, and remandations, the retractions, retracments, recitations, refurbishings, recantings, corrections, and recommissions, relevancies and irrelevancies, and all the other "touches of nature" known to the man who hears and reports a speech, though unmarked by the vain person who makes the speech." This will cure 'em. We have known it effect the cure."The *Ostasiatische Lloyd* of the 2nd inst. says that little is heard of the disturbances in Chihli, but the Chinese authorities suppress all telegrams tending to give information on the subject, and news only can be obtained by means of letters, which certainly do not show the situation in a favourable light. According to all accounts obtained in this way, the disturbances are spreading. In Mongolia and Northern Shantung the riots are said to be increasing, though particulars are not obtainable. At Hsing-Hua, Fukien, the unruly element among the population is said to be gathering with a view to raising a rebellion.

The members of the Young Men's Christian Association, who have lately been in Boston to attend the jubilee of that Society, have recorded their disapproval of the nude in art, and are very severe upon the ladies who arranged for a meeting in a place where there were some nude statues. In a circular signed by the Methodist Bishop, Muller, and other prominent members, a protest is made against "the holding of a reception, giving by the ladies' auxiliaries to the Young Men's Christian Association delegates in the Museum of Fine Arts, on the ground of its being a place hardly

proper for a mixed social gathering of young

men and women, because of the presence there

in many parts of the building of large numbers

of fully developed and entirely nude masculine statues."

"Is there anything," ask these

Young Christians, "in the magic word 'art'

to condonate indecency? How can the obscene

expression of the human form be any less potent

in arousing thought when chiselled by a master hand?" We fear that the sting of the statues must have lain in their being "fully developed," the contrast with the Young Christians may have been painful.

A dividend of 2½ per cent. for the half-year has been paid by the Nagasaki Hotel Co., Ltd.

The German Navy Association have decided to raise 200,000 marks for a river gun boat for use in China.

The plague is still virulently raging in Formosa, over 4,200 cases having been reported since January last.

The *D'Entrecasteaux*, which hoisted the flag of Rear-Admiral Bayle in the Far East, left Tonkin on the 10th ult.

Major F. V. Jeffreys, R.E., who has returned home from service in China, has been appointed to command the Field Depot, Royal Engineers, at Aldershot.

The Volunteer Fleet cruiser *Savoy* left Odessa on the 3rd ult. with a number of recruits for Port Arthur and a further party of colonists for the Ussuri district.

The death is announced in a London telegram of the 29th ult. of Sir Rayton Dixon, head of the well known iron shipbuilding firm at Middlesbrough on Tees. He was 63 years of age.

The Chinese-mounted bandits who have been playing such havoc in Liadung lately have been completely suppressed. It is reported that the leader of the bandits surrendered to the Russians.

There are rumours in the American papers that President McKinley would like to give the Japanese mission to General Barnes, but California apparently wants to keep General Barnes to herself.

Major H. J. Cowan has left England for Weihaiwei to take up the duties of Commanding R.E. at that station in succession to Lieutenant-Colonel C. Penrose, who has been appointed Commanding R.E. at Gosport.

The cruiser *Nemesis* reached New York 46 days out from Hongkong. She is believed to have made the quickest trip for the distance of any man-of-war, her average speed being 14½ knots throughout the voyage.

The Washington State Department officials are not sanguine that Russia will retreat from her position on the question of retaliatory tariff measures. In official circles it is believed that Russia's reason for her policy of reprisal is to be revenged for the attitude assumed by the United States towards the Manchurian Convention.

The *Mizine*, sloop, is now out of dockyard hands. She was built by Messrs. Laird Brothers, of Birkenhead, being laid down on Nov. 2, 1898. She is mounted with six 4-inch and four 3-pounder quick-firing guns, and when commissioned she will have a complement of 104 officers and men. She has been officially passed into the A Division of the Medway Fleet Reserve as completed for active service. She is expected to commission shortly for the China Station.

The Buddhist Lama, who visited Japan last month, met with a magnificent reception from the Japanese Buddhists. The Lama lost no opportunity of deducing from the conduct of the various troops in North China the superiority of Buddhism over Christianity. We cannot blame a theologian for turning available arguments to the advantage of his own creed, but the Lama might be asked what religion was professed by the perpetrators of the Boxer atrocities.

The following staff appointment is gazetted:—Colonel (local Major-General) G. L. R. Richardson, C.B., C.I.E., Indian Staff Corps, to command a Brigade at Shanghai with effect from the date of assuming duty. The following appointments are made to the Staff of the China Expedition:—Captain G. H. C. Colomb, Indian Staff Corps, to be a Deputy-Assistant Adjutant and Quarter-Master-General; J. J. P. Quinn, Indian Staff Corps, to be a Provost Marshal; J. A. Douglas, Indian Staff Corps, to be a Special Service Officer.

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An individual bearing the name of De la Poza was charged with behaving in a most disorderly manner while under the influence of liquor. He was let off with a \$2 fine, or eight days' hard labour.

TRESPASSING ON MILITARY GROUND.

Sergeant Hulop, R. W. F. charged to Cheong with trespassing on military ground to wit, Murray Barracks, and the intruder was fined \$5 or fourteen days.

Complainant stated that on Saturday night between 8 and 9 o'clock defendant came to his stall and asked for a five-dollar note.

Complainant handed him a roll (exhibit A) containing fifty ten-cent pieces and six cents commission. Defendant walked away about two paces and then returned saying he ought to receive one hundred cash commission. As he was refused, he handed back a roll (exhibit B) and wanted his five dollar back. Complainant and defendant then argued over the roll.

Defendant was charged with being in a disorderly manner while under the influence of liquor. He was let off with a \$2 fine, or eight days' hard labour.

ASSESSMENT AND THREASHOLD.

Chai Kam, for assaulting a shop-walker and robbing him of a bag of clothes and one silver dollar, received six weeks' hard labour.

UNLAWFULLY BOARDING STEAMERS.

Four Chinese boarded the *U.S.A.* without the consent of her master and had to pay \$10 each.In Lam and another unlawfully came on board the *U.S.A.* and had to pay \$10 each.

UNLAWFULLY BOARDING DANCE-BOAT.

Four Chinese boarded the *U.S.A.* without the consent of her master and had to pay \$10 each.The *U.S.A.* steamer *Albion* arrived at Singapore on the 10th inst., and it was here on the 15th inst. that the Chinese *Yamen* and *Chin* came on board.The *Yamen* and *Chin* came on board the *U.S.A.* on the 10th inst., and it was here on the 15th inst. that the Chinese *Yamen* and *Chin* came on board.The *Yamen* and *Chin* came on board the *U.S.A.* on the 10th inst., and it

MACAO.

[FROM OUR CORRESPONDENT.]

MACAO, 10th August.

OFFICIALS AND GAMBLING.

A recent resolution of the Senate called for a storm of righteous indignation from the rank and file of the municipal subordinate officers. The motion was brought forward by Mr. Edwards Marques and reads as follows:

"That all municipal officers, of whatever class belonging, shall be prohibited from frequenting the fatal gambling houses, under penalty of reprimand for the first offence, suspension from office for the second, and dismissal for the third."

The motion, being supported by the entire body of the Senators present at the meeting, with the single exception of the President, was duly passed. The President, in opposing the resolution tooth and nail, delivered an excellent speech, the substance of which should be noted. In the course of his remarks he said, whatever the expediency or the good intentions of the mover of the resolution in urging its adoption, he felt it his duty to strenuously oppose a measure which, if enacted, would have the effect of restricting the individual liberty of the subject. True that the enactment would affect only a small number of persons as represented by the body of the officers in the municipal service, but he felt it none the less imperative to see that no law should be enacted, if only departmental—whose result would ensue the liberty which every citizen, in common with his fellow-subjects, has the inalienable right to enjoy. The resolution they were considering would have this effect. Moreover, the restriction is wholly inconsistent with the legislation of the colony. Gambling is not only tolerated, but is actually legalised by the laws of the country. It would also be unfair to the gambling farmer, since it would constitute an infringement of the privilege for which he pays a large sum yearly. The constitutional laws are explicit in that no police, municipal, or Government regulations can be framed with the intention of inflicting punishments not specifically provided by law (Art. 486 of the Penal Code).

TWO COMMISSIONS.

The appointment of two Commissions of Enquiry is gazetted in a recent issue of the *Boletin Oficial*. The first is in the Land Commission, having for its object the investigation of the titles of land in this colony and other kindred subjects. The wonder is that such an enquiry was not held long ago. The report should set at rest many a misapprehension as to the alleged existence of defective title deeds and the readjustment of boundaries of existing lots. As to the latter head of inquiry it is suggested that several encroachments should be looked into. A similar question affords the Hongkong Land Commission much scope for useful work.

OUR BANKING SYSTEM.

The other Commission is to enquire into and report upon the system—or rather the absence of one—of banking in the colony. Bearing in mind the recommendations of the *Local Senate* to the National Congress, it is doubtful whether any measures calculated to supply the present deficiency will be recommended to Government. But it is not unreasonable to suppose that a master so closely associated with the advancement, or retrogression, of the trade of the port, should not be lightly dismissed without careful and searching investigation at the hands of the Commissioners. It appears that the consensus of local opinion is that having regard to present needs, the existing system of Chinese counting-houses should not be made to give way to a regulated system of banking as is known and recognised amongst European nations. To combat this view, and as showing the urgent necessity in the interests of trade, for an early reform of the unsatisfactory methods hitherto prevailing, I will quote in extenso the recommendation of Mr. A. H. Hippisley, the former Commissioner of the Lappa Customs, in one of his Decennial Reports. I trust the weighty arguments in favour of a change will merit the earnest attention of both the Commissioners and the Government. Mr. Hippisley writes:

"Native traders maintain that the absence of banks which would advance on a man's cargo as soon as he reached port, militate strongly against Macao's trade. On the other hand, at Hongkong such facilities already exist. There, as soon as a junk arrives, banks are ready to make advances against the cargo, which enable the consignees to expedite the vessel, discharge and to at once purchase return cargo, which can be made in the year and capital turned over more frequently. In consequence, a larger portion of the West Coast trade tends each year to abandon Macao in favour of Hongkong. Macao's future prospect is, therefore, not just now a bright one. First, and foremost, if Macao is to remain a port of any importance whatever, it is necessary that Portugal wakes up from her present lethargy of indifference and permit her colony to undertake the dredging of the approaches to the port. The next most important step would appear to be the establishment of a local banking system, in which goods could be paid for in instalments under the charge of interest, and so on. It might be necessary to make a loan of the amount necessary to finance the movement of dredging. The aggregate of these advances would amount to so large a sum, and the monthly sum of so high a class, that a foreign bank would probably soon recognise the advisability of establishing a branch in Macao, and, it would be content with a lower rate of interest than is demanded by native banks doing similar business at Hongkong and elsewhere, the advantages Macao would enjoy as a commercial centre would be yet further increased."

An amusing story is told by a correspondent of the *Express* of how dogs will bite if their master too. The alligators in Central Borneo. The dogs, it seems, when wishing to cross a river, have considerable difficulty in doing so owing to the fact that alligators that they see to be the same as they are have their tails to the toothsome maws. They therefore collect on the bank and make a terrible noise by barking and yelping as loud as they can. The alligators are attracted to the spot by the noise, and the dogs, as soon as they see that their bait is successful, set off the bank at top speed, and cross the highway up. A noted traveller states that he has watched this manoeuvre ten times without number.

COREA.

Chemulpo, 27th July.

Yesterday the Corean Government issued an order that no rice or grain should be exported after date of this reception of this notice, the cause being that little short of a famine threatens the country. The whole country is in a most dreadful state. Chaldoa province, the greatest-rice growing district, has hardly a hundred fields planted with rice. Many farmers have planted other things in the old rice-fields and these also are fast dying for want of a little rain. I have just made a trip through the country from Fusan to Chemulpo, travelling about five hundred miles altogether, and from what I observed I should say that although rain may come, ruin and starvation await hundreds of farmers. The Corean Government has bought up all the rice in the stores and godowns of any size, and come what will something akin to famine must overtake the Coreans this winter.

The English gunboat *Brisk* arrived at Fusan on July 24th with Mr. Gubbins, who is Acting English Minister during Mr. Jordan's absence in England. She called at the way ports en route. Mr. McLeavy Brown, Chief Commissioner of Customs, is going home, on leave it is said. All kinds of reports are going the rounds. Great changes have taken place in the Customs within the last two weeks; Mr. Chalmers has gone from Chemulpo to take Mr. Brown's place in Seoul; Mr. Laport has been transferred from Fusan to Chemulpo; Mr. McOshorne goes to Fusan. These changes will be subject to another before long. A former Fusan Customs Commissioner, Mr. Hunt, is again in Fusan with the object of repairing his old house. His rank in the Chinese Customs is that of full Commissioner and his return adds one more wonder to the many already connected with the Corean Customs.

Last night rain fell—the first for many weeks. Great joy filled the hearts of all at the much wanted rain. Great difficulty has been experienced in obtaining drinking water, and in consequence the washermen have raised the price of washing.

Everywhere, in all the open ports, important buildings and shops are being built. Most of these are of course Japanese, and Fusan takes the lead in this respect; then comes Chemulpo, where handsome godowns now line the Japanese Bund. Several fine stores are being built and some beautiful private residences for foreigners.

—Kobe Herald.

WEIHAIWEI.

Weihsien, 27th July.

THE FUTURE OF THE COLONY has been a matter for much discussion of late. A few days ago a telegram from London, the result, it is said, of a recent Cabinet meeting, put a stop to all work on the fortifications. According to native rumour the colony is to be handed over to Germany!

The real reason for the suspension of military works on Liankangtao is in all probability connected with the recent proposal to hand over the smaller coaling stations to the Admiralty. The final decision on the question is reserved for the next meeting of the Cabinet.

Present indications are that the island will be used entirely for naval purposes. The Commissioner will move over to the mainland. With him will go the military and civil headquarters, and the centre of gravity of our civil and governmental life will be in or near Blaauw, to the north of the harbour.

THE NAVAL THEORY appears to favour the idea of using this port as a sanitarium and a supply-base where ships may provision and take in water, but to have it absolutely unfortified. Up till now, £20,000 and more has been spent on four forts and the roads, etc., connected with them. If the Admiralty assumes control, all this money will have been spent in vain—interesting news for the long-suffering British taxpayer!

In case of war it is argued that the fleet should not remain locked up in port, but would cost outside. To fortify adequately would cost an enormous sum. Inadequate fortifications would only prove an additional source of weakness. Where experts differ, it is useless for the civilian to attempt to enter the field of discussion. This sudden change seems to betray an astonishing lack of unity of purpose. Is it another indication—if indication were wanting—that the two services do not and will not pull together?

If the decision of the Cabinet favours naval control of the island, military and civil headquarters might be moved to Blaauw as early as this autumn—a good thing for some people. It is even reported that Queen's Hotel may be taken over after the season for the Commissioner's residence and for Government offices.

—N.C. Daily News.

MODERN AND OBSOLETE ARTILLERY.

From a paper on "Modern Artillery" read recently before the Society of Arts by Lieut. A. T. Dawson (late R. N.) we extract the following remarks, which are of general interest:

I do not wish to pose in any way as an authority, for I am sure that the Government are endeavouring to do all that practically lies in their power to put our sea and land defences in order, but having regard to the activity that Austro-Hungarian enterprise, which evidently can scarcely fail to exercise a sobering influence on all but the most invertebrate Austro-Hungarian idolators of Germany. I happen to know that in Austria financial circles serious doubts have been entertained for a long time past as to the soundness of the foundation upon which the remarkable industrial and commercial progress of Germany has been based. It was questioned whether the system was quite capable of bearing the strain of bad times. While fully recognising the excellent immediate results of the extensive co-operation of the German banks in the development of industry and trade, there was a strong suspicion that these institutions had overstepped the limit of safety and were largely at the mercy of circumstances. Recent events are not calculated to dissipate this apprehension, which unquestionably still exists to a greater extent than finds public expression. Heroic efforts are being made in Germanophil quarters in this country to minimise the evil and to lay the whole responsibility on the shoulders of a band of their misguided and criminally negligent victims. Indeed, it is endeavoured to represent that as the purely temporary consequence of too rapid growth, which, although of course regrettable, ought to be regarded as a practically normal accompaniment of exceptional commercial action of the community, but also in political circles, where it is apparently hoped by some and apprehended by others that it may appreciably affect the future political relations of the allied States. However that may be, the unfaltering comments upon German methods made on this occasion can scarcely fail to exercise a sobering influence on all but the most invertebrate Austro-Hungarian idolators of Germany. I happen to know that in Austria financial circles serious doubts have been entertained for a long time past as to the soundness of the foundation upon which the remarkable industrial and commercial progress of Germany has been based. It was questioned whether the system was quite capable of bearing the strain of bad times. 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NEW ADVERTISEMENTS

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

In accordance with the Provisions of No. 121 of the Articles of Association, the General Agents have This Day declared an INTERIM DIVIDEND of 5 per cent. for the Half-year ending 30th June, 1901, on the Paid-up Capital.

DIVIDEND WARRANTS payable on SATURDAY, the 24th August, will be issued to Shareholders on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 24th instant, both days inclusive.

JARDINE, MATHESON & CO.

General Agents.

Hongkong, 13th August, 1901. [2054]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"YABRA."

Captain Nogre, will be despatched for the above ports TO-DAY, the 13th inst., at 10 A.M.

For Freight or Passage, apply to

P. DE CHAMP MORIN,

Acting Agent.

Hongkong, 13th August, 1901. [2054]

FOR KOBE (DIRECT).

THE Steamship

"COLONIES."

Captain Zellien, will be despatched for the above ports TO-MORROW, the 14th inst.

For Freight and other information, apply to

DODWELL & CO. LTD.

Agents.

Hongkong, 12th August, 1901. [2052]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

MANILA, SINGAPORE, COLOMBO, PORT SAID, FIUME AND TRIESTE.

(Taking cargo at through routes to the BRAZILS, RED SEA, BLACK SEA, LEVANT, VENICE and ALASKA PORTS).

THE Company's Steamship

"MELPOMENE."

Captain Matovich, will be despatched as above on MONDAY, the 19th inst., P.M. instead of as previously advertised.

For information as to Passage and Freight,

apply to

SANDER, WIELER & CO.

Agents.

Hongkong, 13th August, 1901. [2054]

STEAMSHIP "YARRA."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNMENTS of Cargo from London and from Paris, ex s.s. "Bagdad" and from Bordeaux, ex s.s. "Ville de Mureilles" in connection with above Steamers; are hereby informed that their Goods, with the exception of Opium, Tea and Valuables, are being landed and stored at their Risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited, at Kowloon, whence delivery may be obtained immediately after arrival.

Optional cargo will be forwarded on unless intimation is received from the Consignees before 5 P.M. TO-DAY, the 12th inst., requesting it to be landed here.

Bills of Lading, will be countersigned by the Undersigned, and remaining unclaimed after MONDAY, the 19th instant, at Noon, will be subject to a round and landing charges.

All claims must be sent in to me or before the 15th inst., or they will not be recognized.

All damage or breakages will be examined on MONDAY, the 19th inst., at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMP MORIN,

Acting Agent.

Hongkong, 13th August, 1901. [2054]

BONZOLIN & BILLIARD

BALIS.

THE MOST PERFECT

and

ONLY RELIABLE SUBSTITUTE

FOR IVORY BALLS.

BONZOLIN BILLIARD BALLS 21/2"

PRICE Rs. 36 per set.

C. LAZARUS & CO.

BILLIARD TABLE MANUFACTURERS.

60 & 61, Bentinck Street,

1901-11 CALCUTTA.

THE WANCHAI STORING COMPANY.

ARE now prepared to receive Goods for

Storage, in their Godowns, situated on

PEAYA EAST (late McGregor Barracks).

Landing and Shipping of Cargoes is

facilitated by means of the spacious strong

Godowns recently constructed in front of these

Godowns.

Terms Moderate.

Apply to the SECRETARY on the Pre-

mises.

Hongkong, 10th August, 1901. [2053]

WING CHEONG,

Dealers in

JEWELRY, PEARLS, DIAMONDS,

CURIOS, JADESTONE ORNAMENTS,

BRONZES and CARVED IVORY WARE,

FINE SILKS and GLASSCLOTHES.

General Exporters of

ANISEED and CASSIA OILS,

de & Co. Stock always on Hand.

AN INSPECTION is RESPECTFULLY SOLICITED.

Note.—We do not announce that we also

Buy all kinds of Curios of Moderate Prices.

1 & 3, D'ACUARIA & SONS

(Behind Hongkong Dispensary).

Hongkong, 16th April, 1901. [2051]

ENTERTAINMENT

THEATRE ROYAL,
CITY HALL.TO-NIGHT! TO-NIGHT!
THE
AUSTRALIAN VAUDEVILLE
COMPANY.

Complete Change of Programme. The Best and Brightest Entertainment ever brought to the East.

OPENING CHORUS: "SCHOOL DAYS,"
BY THE COMPANY.

Professor: W. A. DAVIS.

The POPULAR ILLUSIONIST, will appear in one of his Up-to-date Specialities.

Assisted by

Miss B. WARD. Miss V. ROSSER.

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Mr. S. ROWLEY. Mr. W. H. HORLEY.

Mr. W. F. CULLEN, and the

SISTERS LINWOOD.

PRICES 83, 82, 81.

Soldiers and Sailors in Uniform. Half Price to Back Seats only.

Mr. J. FRANK LINDY, Business Manager.

Hongkong, 10th August, 1901. [2051]

TERMS OF SALE.—As Customary.

V. I. REMEDIOS, Auctioneer.

Hongkong, 10th August, 1901. [2051]

PUBLIC AUCTION.

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction.

TO-DAY (TUESDAY),

the 13th August, 1901, at 2.30 P.M., at his

Sales Rooms, Queen's Road.

SUNDAY HOUSEHOLD FURNITURE,

PICTURES, CARPETS, &c.

CROCKERY, GLASS and PLATED

WARE.

CAMERA, MAGNIFYING CAMERA,

TYPEWRITER, BICYCLE, and PIANO,

&c. &c. &c.

TERMS OF SALE.—As Customary.

V. I. REMEDIOS, Auctioneer.

Hongkong, 10th August, 1901. [2051]

PUBLIC AUCTION.

PUBLIC COMPANIES

HONGKONG, CANTON AND MACAO
STEAMBOAT CO. LTD.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the rate of 10 per cent. or \$10 per Share, declared at the Ordinary Half-Year Meeting of Shareholders, held this day, will be payable at the HONGKONG and SHANGHAI BANKING CORPORATION on and after WEDNESDAY, the 7th August, 1901.

Shareholders are requested to apply to the Office of the Company for Warrants.

By Order of the Board of Directors.

T. ARNOLD, Secretary.

Hongkong, 8th August, 1901. [2051]

PUBLIC AUCTION.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

THE Undersigned has received instructions to Sell by Public Auction.

TO-DAY (TUESDAY),

the 13th August, 1901, at 2.30 P.M.,

at No. 5, CAINE ROAD (The Residence of

Captain MESSER).

THE WHOLE of HIS

VALUABLE HOUSEHOLD

FURNITURE.

Comprising—

TEAK SIDEBOARD, DINING TABLE,

CHAIRS, GLASS and CROCKERY

WARE, CURTAINS, CARPETS, RUGS,

&c. &c.

BRASS-MOUNTED DOUBLE BED-

STEAD, WADEBROD with MIRROR,

BUREAU, WASHSTAND, TOILET

CROCKERY, &c. &c.

TAPESTRY-COVERED EASY

CHAIRS, BATTAN CHAIRS, CHROMOS,

ORNAMENTS, MARBLE CLOCK, WRIT-

ING DESK, &c. &c.

TWO BICYCLES in good condition,

and

A COTTAGE PIANO by Collard and

Collard.

On view from Monday, the 12th August.

Catalogues will be issued.

TERMS: Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

Hongkong, 6th August, 1901. [2056]

PUBLIC AUCTION.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

THE Undersigned has received instructions to Sell by Public Auction.

FOR ACCOUNT of the CONCERNED,

TO-DAY (TUESDAY),

the 13th August, at 3 P.M., alongside

Doughs S.S. Co. Wharf.

ONE STEAM LAUNCH

TUNG FATT.

BUILT under Foreign superintendance, is

designed to be in first-class order and condition.

Only a few days out of the hands of Messrs.

BAILEY & MURPHY, Engineers, &c., &c., who

have given her a thorough overhaul; is re-

modelled, &c., &c.

Suitable for towing purposes, and is fitted in

European style.

Length, 63 feet; Beam, 11 feet 6 inches;

Depth, 6 feet 3 inches in centre.

TO LET.

TO LET.
POSSESSION, AUGUST 1st.

THE GODOWN in WEST POINT (Kennedy Town) known as Feather Factory, now occupied by the Hongkong and Kowloon Wharf and Godown Co., Ltd. For particulars apply to—

LAUTS, WEGENER & CO.
Hongkong, 9th July, 1901. [1730]

TO LET.

IMMEDIATE POSSESSION.
1 LARGE and WELL-VENTILATED
ROOM, with BATHROOM, at No. 37,
CAINE ROAD.

Apply to—
B. J. REMEDIOS,
Mercantile Bank.
Hongkong, 25th July, 1901. [1867]

TO LET.

FURNISHED for Two Months, from 15th
August, No. 3, CAMERON VILLAS.
For particulars apply to—

TURNER & CO.
Hongkong, 10th August, 1901. [2038]

TO LET.

" EASTLEY," UPPER RICHMOND
ROAD, and Nos. 3, 5 and 6, RICH-
MOND TERRACE.

Apply to—
LAU CHU PAK,
Care of A. S. Watson & Co., Ltd.
Hongkong, 1st August, 1901. [1935]

TO LET.

HOUSE No. 3, LOWER CASTLE
ROAD.

Apply to—
T. EDWARDS,
No. 22, Stanley Street.
Hongkong, 9th August, 1901. [2024]

TO LET.

" FERNSEIDE," No. 37, ROBINSON
ROAD.

Apply to—
S. A. RAMJAHN,
Care of Thomas's Grill Room.
Hongkong, 1st August, 1901. [1937]

TO LET.

NO. 7, GRANVILLE AVENUE,
KOWLOON.

Apply to—
HUMPHREYS ESTATE &
FINANCE CO., LTD.

Hongkong, 12th August, 1901. [1124]

TO LET.

NO. 8A, QUEEN'S ROAD CENTRAL.

Apply to—
KWONG CHEONG WO,
No. 233, Des Voeux Road.
Hongkong, 9th July, 1901. [1733]

TO LET.

TWO EUROPEAN HOUSES, Nos. 18
and 20, LEIGHTON HILL ROAD.

Apply to—
HONGKONG & KOWLOON LAND
& LOAN COMPANY, LTD.No. 8, Queen's Road West.
Hongkong, 7th August, 1901. [1998]

TO LET SHORTLY.

HOUSES (now in course of erection and
nearing completion) in a first-class
business location, DES VOEUX ROAD CENTRAL, next to A. Tack's Furniture Store.
Ground Floors suitable for Shops. Upper
Floors have plastered ceilings and walls, and
are very suitable for Offices.

Apply to—
J. S. LEE & CO.,
Care of WING CHEONG TAI,
240, Des Voeux Road West.
Hongkong, 7th August, 1901. [1999]

TO LET.

TWO FURNISHED ROOMS, QUEEN'S
ROAD CENTRAL, No. 72.

APPLY ON THE PREMISES.
Hongkong, 29th July, 1901. [1897]

TO LET.

NO. 12, BELLIOS TERRACE,
OFFICES and SHOPS in BRACONSFIELD
ARCADE, SMALL GODOWN & DUDDELL STREET.

For particulars apply to—
TURNER & CO.
Hongkong, 26th July, 1901. [1878]

TO LET.

A HOUSE in RYTON TERRACE,
BLUE BUILDINGS, No. 3, 4th FLOOR,
"THE RETREAT," MOUNT KELLETT.

Apply to—
THE HONGKONG LAND INVEST.
& MENT. & AGENCY CO., LTD.

Hongkong, 13th July, 1901. [1862]

TO LET.

NO. 1, STUART TERRACE, the
PEAK.

Apply to—
THE HONGKONG LAND INVEST.
& MENT. & AGENCY CO., LTD.

Hongkong, 17th July, 1901. [1799]

TO LET.

Godown, No. 6, DUDDELL STREET.

Apply to—
THE HONGKONG LAND INVEST.
& MENT. & AGENCY CO., LTD.

Hongkong, 10th July, 1901. [1892]

BOARD AND RESIDENCE.

Mrs. GILLANDER'S
"GLENWOOD,"
51, CAINE ROAD.

Hongkong, 20th September, 1900. [1899]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED
ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1892.

HONGKONG
BUSINESS DIRECTORY.

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DAILY PRESS" OFFICE,
The only office in China having European
taught workmen. Equal to Home Work.

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Contractor; 30, D'Aguilar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged. Estimates given.

CHEMISTS, DRUGGISTS, &c.

THE VICTORIA DISPENSARY,
Chemists and Druggists, High-class Aerated
Waters. Dealers in Photographic
Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN

A. CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.

JEWELLER

MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Dolo.

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The largest and most complete Studio in
Hongkong. Established 1859. Views,
Enlargements, Ivory Miniatures, Oil
Paintings, &c.; Ice House Street.

MEE CHEUNG,
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc.; Develop-
ment Works, Amateurs' Requisites.

M. MUMEYA, JAPANESE ARTIST.
Bronze and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 8a, Queen's
Road Central.

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F. BLACKHEAD & CO.,
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

BISMARCK & CO.,
Navy Contractors, Ship Chandlors,
Provision and Coal Merchants, Sail-
makers, to Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chants, 144, Des Voeux Road.

MORE & SEIMUND,
43 and 45, Des Voeux Road. Shipchandlers,
Sailmakers, Engineers, Commission Agents
and General Storekeepers; Sole Agents
for Shipowners' Composition ("Grey
hound Brand") and Blundell,
Spence & Co.'s Composition.

TAILORS

R. HAUGHTON & CO.,
Naval, Military and Court, 16, Queen's Road,
Opposite Kuan's Curio Store.

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B. S. DADY BURJOR, "LOS FILIPINOS,"
Imports of the Best Manila Cigars; 25,
Pottinger Street.

WATCHMAKERS

DROZ & CO.,
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts, at moderate rates.

CARTRIDGES! CARTRIDGES!!

JUST LANDED a NEW STOCK of
ELEY'S and KYNOCH'S SPORT-
ING CARTRIDGES and NEWCASTLE
CHILLED SHOT.

20 BORE CARTRIDGES.

16 "

12 "

10 "

8 "

W.M. SCHMIDT & CO.,
Gunsmiths.

Hongkong, 3rd January, 1901. [1213]

THE HONGKONG STEAM WATER
BOAT COMPANY, LIMITED.

The above Company is prepared to supply
the shipping in Hongkong with PURE
and FILTERED WATER both for deck and
boilers.

Call Flag W.

J. W. KEW,
Manager.

20, Des Voeux Road.

Hongkong, 18th December, 1900. [1486]

AT THE SEAT OF WAR.

BEING an Account of the Doings of the

2nd Batt. ROYAL WELSH
FUSILIERS

in the

NORTH CHINA CAMPAIGN, 1900.

Reprinted from the Hongkong Daily Press.

Price—10 cents per copy cash.

Copies can be obtained at the Soldiers' Club
or of Beckmann.

Hongkong, 8th December, 1900. [1891]

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FAMOUS PRESENT-DAY
CRICKETERS.

BY
W. J. FORD.

VI.

J. R. MASON.

This fine player, the popular captain of Kent, is only just 27 years of age, having been born in March, 1874. He showed his abilities early in life, being in the Winchester eleven for four years, and being during three of those years the best all-round man on the side. He was an especial thorn in the sides of Eton, for though in his first year he went in last, he scored 15 runs without being got out. Illness stopped him in 1891, but in 1892 he scored 147 and 71; besides taking eight wickets, he had Leveson-Gower (H.D.G.) winning the match for their side. Next year he scored 43 and 33, and again had eight wickets, but this time Eton won. Mason getting little support; still his record for this match is pretty good, viz., a batting average of nearly 80 per innning, and 16 wickets for 122 runs apiece. As a matter of fact he got 17 wickets, one in his first year, but the analysis of the match is not preserved. Neither University was lucky enough to get him, but he at once passed into the Kent XI—rumour said that he hoped to represent Middlesex, but had not the requisite qualification—and has been a bright, particular light of that county's eleven ever since; being made captain of it in 1898, when Mr. F. Marchant retired. His first big score was made in 1894, 102 against Lancashire, but it was not till '95 that he scored freely and regularly, though since then he has been steadily forging ahead with both bat and ball, till at the present time he may be said to share with Jessop, Townsend and Lockwood the honour of being the best all-round player in England, while many would restrict the honour to him and Jessop; in fact as he was Jessop's superior both in batting and bowling averages, to him perhaps the place of "absolute first" should be given. He is not a tremendous scorer of centuries, though he gets them, but his consistency is so remarkable that there are few matches in which he does not score 60 or 70 runs, in a nice, free, powerful, and decided style that delights everyone. Possibly it is the element of "free" that keeps his scores from being huge, but the pace at which he scores is a valuable factor in his cricket, and while free, he is by no means rash. His biggest score, up to date, is the 183 which he made for Kent v. Somerset in 1897, so that he has yet to touch the second hundred, and also to make three figures against the Players. He went with Stodart to Australia in '97-'98, but though he got two centuries was not particularly successful on the wickets. However, he made up for this by some very useful bowling, showing a facility for getting men out on those wonderful wickets, which even the professionals did not attain. The most attractive feature of his batting is his driving, which is very clean and powerful, as might be expected from a tall, well set up man, and he can hit on, off, or straight with equal vigour. Bowling at a good pace, but with rather a laboured action, he seems to get most of his wickets in the slips, with a ball that appears to "go with his arm" a little, but he is a good stayer, keeping up his pace and pitch without apparent fatigued. It is needless to add that he is a fine fieldman wherever stands, but his usual place, as is natural for a bowler and captain, is in the slips. It is characteristic of the man that there are no stories flying around pavilions about him. Just as his cricket is free from all that is flashy, erratic, and specious, so is "Jack" Mason quiet, self-possessed, and almost retiring, attributes which have made him the most popular of men. As a captain his judgment is seldom at fault, while though he was one of the youngest of captains when he first undertook the post, he had his men in hand from the outset, and possessed their confidence to the utmost. There is no fear of deterioration or demoralisation in the Kent side as long as the present captain is at the helm, for while his skill is admirable, his cheeriness is unsurpassed.

J. T. BROWN.

There are two J. T. Browns at present before the public, so we hasten to inform our readers that the man who is at present under the pen is J. T. Brown, of Driffield, generally known as J. T. Brown, sen., or more familiarly, as "Jack" Brown. "Jack" Brown is not a veteran, being only 32 years old, nor has he any especial advantages of height, but like many Yorkshiremen, what he lacks in size he makes up in brawn, for he is as sturdy and well knit a fellow as one could wish to meet. He was drafted into the county eleven in 1899, at a sorry time, for at the crack-end of the season the match played with Essex was to decide whether Yorkshire or its opponents was to hold the wooden spoon of cricket. Yorkshire just escaped the unenviable trophy, however, and Brown had helped the county of his birth to work itself up to the extraordinary fine position it won for itself, at least his average in his first year (1899) being nearly 18, and in 1900 about 24. In the latter year he was by no means at his best in county cricket, as his full season's average was 34, but his score of 163 against the Lancashires at Lord's, was one of the most brilliant of his career, as it is also the highest professional score hitherto made in this particular match. To go through all Jack's great performances would take up many a sheet of paper, but his averages of 44 in 1899, 45 in 1897, and 45 in 1900 (when Yorkshire was also champion county), will give a clue to his merits. Jack has taken abundantly of the pleasures of long scoring, having topped 300 twice, while on one occasion he might have gone as far as 400, for when he and Tunnicliffe had, against Derbyshire, put up the majestic total of 554 (9 for the first wicket), he knocked down his wicket intentionally, his sacrifice being as valuable to his side as his score. Next day Hayward passed this total, but whereas York-

shire won their match, Surrey did not—to which is appended a sufficiently obvious moral. Brown's actual biggest is 311 made v. Sussex, and his third highest 263 made v. Middlesex, for the bowling of which county he has always had an affinity. In fact in the second innings of the match alluded to he scored 81 not out, going in first on each occasion with Tunnicliffe, who scored 62 and 63 not out; this second performance of the pair was the result of the most beautiful and perfect cricket. The two men, a rare contrast as to physique, have made some wonderful starts for Yorkshire, their 373 made in 1897 being also a record, but a record that only held for about a month. One of Brown's finest feats was to score in consecutive matches in '98, 300, 150, and 100, but he is probably more proud

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked *k.*, nearest Hongkong *h.*, midway between Hongkong and Kowloon *m.*, and those vessels berthed at the Kowloon Wharf *k.w.*, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

DESTINATION	VESSEL'S NAME	FLAG & B.R.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	COROMANDEL	Brit. str.	2 m.	F. W. Vibert, B.N.E.	P. & O. S. N. Co.	On 17th inst., at Noon.
LONDON	PELUS	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 29th inst.
BREMEN, VIA PORTS OF CALL	SCENTOR	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 3rd September.
MARSEILLE, LONDON & ANTWERP, v. SPOLE, &c.	KONG ALBERT	Ger. str.	k. w.	C. Polack	MELCHERS & CO.	On 21st inst.
HAVRE & HAMBURG	KAWACHI MARU	Jap. str.	2 m.	J. S. Thompson	NIPPON YUSEN KAISHA	On 23rd inst., at Daylight.
HAVRE & HAMBURG	ALEXANDRIA	Ger. str.	2 m.	Roerden	HAMBURG-AMERIKA LINIE	On 27th inst.
HAVRE & HAMBURG	SIBERIA	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 10th September.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 21st September.
HAVRE & HAMBURG	ARABIA	Brit. str.	2 m.	Ehlers	HAMBURG-AMERIKA LINIE	On 5th October.
NEW YORK VIA PORTS & SUZ CANAL	HEATHBURN	Brit. str.	k. w.		DODWELL & CO., LIMITED	About 19th inst.
NEW YORK VIA SUZ CANAL	ARARA	Brit. str.	k. w.		SHIENAN, TOME & CO.	To-morrow, at Noon.
NEW YORK	L. SCHEPP	Amer. ship.	k. w.	Kendall	CARLOWITZ & CO.	Quick despatch.
NEW YORK	I. F. CHAPMAN	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	Quick despatch.
NEW YORK	ARAGONIA	Amer. ship.	1 m.	Forst	HAMBURG-AMERIKA LINIE	Quick despatch.
VANCOUVER, VIA SHANGHAI, &c.	MANUEL ELAGUNO	Brit. str.	2 m.	O. P. Marshall, B.N.E.	SHIENAN, TOME & CO.	On or about 25th Oct.
VICTORIA & VANCOUVER, VIA AMOY, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	G. D. Bowles, E.N.E.	CANADIAN PACIFIC R. CO.	To-morrow, at Noon.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	TARTAR	Brit. str.	4 m.	J. Barker	CANADIAN PACIFIC R. CO.	On 19th inst.
VICTORIA (H.C.)	CLAVERING	Brit. str.	2 m.	H. Petersen	DODWELL & CO., LIMITED	On 19th inst., at 4 P.M.
SEATTLE VIA SHANGHAI, &c.	KAMAKURA MARU	Jap. str.	2 m.	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 2nd September, at 4 P.M.
SAN FRANCISCO VIA NAGASAKI, &c.	KAGA MARU	Jap. str.	2 m.		TOYO KISHIN KAISHA	On 24th inst., at Daylight.
SAN FRANCISCO VIA AMOY, SHANGHAI, &c.	NIPPON MARU	Jap. str.	2 m.		PACIFIC MAIL S. CO.	On 15th inst., at Noon.
SAN DIEGO, &c. VIA MOJI, &c.	DORU	Amer. str.	2 m.		BUTTERFIELD & SWINE	On 15th inst., at Noon.
AUSTRALIAN PORTS	STRATHOYLE	Brit. str.	2 m.		GIBB, LIVINGSTON & CO.	On 15th inst., at Noon.
GUTHRIE	IPATH	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 23rd inst., at 4 P.M.
MANILA, SINGAPORE, COLOMBO, &c.	KANAGAWA MARU	Amer. str.	2 m.		SANDER, WIELER & CO.	On 19th inst., P.M.
YOKOHAMA VIA SHANGHAI & KOBE	MELPOMENE	Amer. str.	2 m.		P. & O. S. N. CO.	On or about 23rd inst.
KOBE DIRECT	FORNOSA	Brit. str.	2 m.		DODWELL & CO., LIMITED	To-morrow.
KOBE & MOJI	CHINA	Brit. str.	2 m.		P. & O. S. N. CO.	On or about 17th inst.
KOBE & YOKOHAMA	COLONIES	Brit. str.	2 m.		TODAY	To-day.
KOBE & YOKOHAMA	PEKIN	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 16th inst.
NAGASAKI, KOBE & YOKOHAMA	ICHAN	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 16th inst., at Daylight.
KOBE & YOKOHAMA	KASHING	Brit. str.	2 m.		NIPPON YUSEN KAISHA	On 30th inst., at Daylight.
TIENTSIN	SANAKURA MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
SHANGHAI	ROSETTA MARU	Jap. str.	2 m.		TOYO KISHIN KAISHA	Tuesday, at Noon.
SHANGHAI	MIRE MARU	Brit. str.	1 m.		PACIFIC MAIL S. CO.	On 17th inst.
SHANGHAI & VLADIVOSTOCK	KWEIYANG	Brit. str.	2 m.		BUTTERFIELD & SWINE	To-day, at 3 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	MAZAGON	Brit. str.	2 m.		NIPPON YUSEN KAISHA	On or about 18th inst.
ANPING VIA SWATOW & AMOY	PARRAMATTA	Brit. str.	2 m.		P. & O. S. N. CO.	On 24th inst.
POOCHOW VIA SWATOW & AMOY	CHANGHUA	Brit. str.	2 m.		TODAY	To-day, at 10 A.M.
TAMSUI VIA SWATOW & AMOY	TAIPEI	Gor. str.	2 m.		BUTTERFIELD & SWINE	On 21st inst.
MANILA	YARIA	Frer. str.	1 m.		NIPPON YUSEN KAISHA	To-morrow, at Daylight.
MANILA, ILOILO & CEBU	MAIDZURO MARU	Jap. str.	1 m.		MITSUI BUSSAN KAISHA	To-morrow, at Noon.
SINGAPORE, PENANG & CALCUTTA	ANPING MARU	Jap. str.	1 m.		MITSUI BUSSAN KAISHA	To-morrow, at 4 P.M.
BOMBAY VIA SINGAPORE & PENANG	YUENSANG	Brit. str.	2 m.		JARDINE, MATHEWS & CO.	On 19th inst.
BOMBAY, VIA SINGAPORE & COLOMBO	KUMSANG	Brit. str.	1 m.		BUTTERFIELD & SWINE	To-morrow, at Noon.
	BORNIDA	Ital. str.	2 m.		JARDINE, MATHEWS & CO.	To-day, at Noon.
	YAMAGUCHI MARU	Jap. str.	2 m.		CARLOWITZ & CO.	On 16th inst., at Noon.

SHIPPING.

ARRIVALS.	
Aug. 12, AGUILA	German str., 3,646, W. v. Dohren, Foochow 10th Aug., General-SIEMSEN & CO.
Aug. 12, KAMAKURA MARU	Japanese str., 3,796, Hans Petersen, Shanghai 9th Aug., General-NIPPON YUSEN KAISHA.
Aug. 12, GUTHRIE	British str., 2,500, W. G. McArthur, Japan and Kobe 6th August.
Aug. 12, DIAMANTE	British str., 1,254, A. Rattebury, Manila 9th Aug., General-SHEWAN, TOME & CO.
Aug. 12, HANSA	German str., 675, Lorenzen, Saigon 8th August, Rice-SANDER, WIEN & CO.
Aug. 12, YARIA	French str., 2,737, Negre, Marseilles and Saigon 9th August, Mills and General-MASSAJELEIN MARITIMEN.
Aug. 12, ITOLA	British str., 3,306, J. W. Livingstone, Takao 8th August.
Aug. 12, HOIAO	French str., 704, Merle, Pakhoi and Hoibow 10th August, General-A. E. MARBY.
Aug. 12, CHINGTU	British transport, 1,459, Williams, Taku 6th August.
	CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE	12th August.
Malacca, British str., for Singapore.	
Patroclus, British str., for Singapore.	
Aclita, German str., for Singapore.	
Victoria, Swedish str., for Batavia.	
DEPARTURES.	11th August.
TEYM, Norwegian str., for Hoibow.	
12th August.	
PICNY, British gunboat, for Canton.	
MIBANI, British transport, for Taiyu.	
IDOMENUS, British str., for Shanghai.	
AMALA, British str., for Canton.	
MALACCA, British str., for London.	
EMERALDA, British str., for Saigon.	
HONGKONG, French str., for Hoibow.	
LYEMKONG, German str., for Canton.	
APENRADE, German str., for Haiphong.	
ARISTEA, Austrian str., for Moji.	
VESSELS IN DOCK.	12th August.
ABERDEEN DOCKS.	
KOWLOON DOCKS.	Y. Soalau, Canton River, Victoria, Chonai.
COSMOPOLITAN DOCK.	Colonies, Taku.
D. J. de Austria.	
NOT RESPONSIBLE FOR DEBTS.	
Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:-	
GUTHRIE, British str., W. G. McArthur-Gibb, Livingston & Co.	
L. SCHEPP, American ship, C. S. Kendall-Carlowitz & Co.	
SEA WITCH, American ship, Howes-Master.	
VESSELS ON THE BERTH.	
NAVIGAZIONE GENERALE ITALIANA (FLOIO AND RUBATTINO UNITED COMPANIES).	
STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.	
HAVING connection with Company's Mail Steamer to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGURIA and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADEATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.	
Taking cargo at through rates to PERSIA, GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.	
THE Steamship	
"BORNIDA"	
Captain D. C. x. will be despatched as above TO-DAY, the 13th August, at NOON.	
At Bombay the steamer is discharging in Victoria Dock.	
For further particulars regarding Freight and Passage, apply to	
CARLOWITZ & CO.	
Agents.	
Hongkong, 7th August, 1901.	

VESSELS ON THE BERTH.

THE OSAKA SHOSEN KAISHA LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU."

Captain S. Atsumi, will be despatched for the above ports TO-MORROW, the 14th August, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 31st July, 1901.

THE OSAKA SHOSEN KAISHA LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"DAIGI MARU."

Captain K. Sohajima, will be despatched for the above ports TO-MORROW, the 14th instant, at NOON.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 12th August, 1901.

THE OSAKA SHOSEN KAISHA LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG."

Captain Buller, will be despatched as above TO-MORROW, the 14th inst., at NOON.

For Freight or Passage, apply to

JARDINE, MATHEWS & CO., General Managers.

Hongkong, 8th August, 1901.

THE OSAKA SHOSEN KAISHA LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARATA."

Captain Williamson, will be despatched for the above port TO-MORROW, the 14th inst., at NOON, and will be followed by the Steamship

"ATAKA."

For Freight, apply to

SHEWAN TOME & CO., Agents.

Hongkong, 10th August, 1901.

THE OSAKA SHOSEN KAISHA LIMITED.

FOR SHANGHAI AND VIADIVOSOCK.

THE Steamship

"TAIPU."

now in Port, will be despatched as above on or about WEDNESDAY, the 14th instant.

POST OFFICE NOTICES.

Parcel Mails for Europe, &c., per s.s. *Paramata* will close at 3 p.m. on Friday, the 16th inst. The *Nippon Maru*, with the American Mail of the 17th ult., left Shanghai on Monday, the 12th inst., at daylight, and may be expected here to-morrow. The *Paramata*, with the English mail of the 19th ult., left Singapore on Sunday, the 11th inst., at noon, and may be expected here on or about Friday, the 16th inst. This Packet replies to letters despatched from Hongkong on 17th June.

MAILS WILL CLOSE.

FOR
Canton.....
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA
(Late Letters 8.10 to 8.30 A.M. Extra
Postage 10 cents)

Hankow

Yarra

Swatow and Bangkok.....
Singapore, Penang and Bombay.....
Kobe and Yokohama.....
Macao.....
Shanghai.....
Kumchau and Sunshui.....
Kobe and Moji.....
China.....
Amoy and Foochow.....
Amoy, Amoy and Tamsui.....
Amoy, Shanghai, Moji, Kobe, Yokohama, Victoria, B.C. and Vancouver.....
Singapore, Penang and Calcutta.....
Manila.....
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO.....
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents).....

Kobe and Moji.....
EUROPE, &c., India via Tucicorin.....
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents).....
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents).....

Tientsin.....
Manila, Iloilo and Cebu.....
EUROPE, &c., India via Tucicorin.....
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents).....

Shanghai.....
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents).....

Kobe, Yokohama, Victoria and Vancouver, B.C.

TO-DAY.

Sale, Furniture, Sales Rooms, Mr. V. Remedios, 2.30 p.m.
Sale, Furniture, No. 3, Caine Road, Mr. Geo. P. Lamont, 2.30 p.m.
Sale, Steam Launch, Douglas SS. Co.'s Wharf, Messrs. Hughes & Hough, 3 p.m.
Variety Performance, City Hall, 9 p.m.

TO-MORROW.

Meeting of the Public & Memorial to the late Queen, Council Chamber, noon.

COMMERCIAL.

CLOSING QUOTATIONS.

12th August.

ON LONDON.—
Telegraphic Transfer.....
Bank Bills, on demand.....
Bank Bills, at 30 days' sight.....
Bank Bills, at 4 months' sight.....
Credits, at 4 months' sight.....
Documentary Bills, 4 months' sight.....

ON PARIS.—
Bank Bills, on demand.....
Credits, at 4 months' sight.....

ON GERMANY.—
On demand.....

ON NEW YORK.—
Bank Bills, on demand.....
Credits, 60 days' sight.....

ON ROMA.—
Telegraphic Transfer.....
Bank, on demand.....

ON CALCUTTA.—
Telegraphic Transfer.....
Bank, on demand.....

ON SHANGHAI.—
Bank, at sight.....
Private, 30 days' sight.....

ON YOKOHAMA.—
On demand.....

ON MANILA.—
On demand.....

ON SINGAPORE.—
On demand.....

ON BATAVIA.—
On demand.....

ON HAIKONG.—
On demand.....

ON SAIGON.—
On demand.....

ON BANGKOK.—
On demand.....

SOVEREIGNS, Bank's buying Rate.....

GOLD LEAK, 100 fine, per tael.....

HAK SILVER, per oz.

OPTUM.

12th August.

Quotations are— Allow's not to 1 cent.

Malwa New.....
Malwa Old.....
Malwa Older.....
P. P. per wrapped.....

Per cent fine quality.....
Per cent extra fine.....

Fatua New.....
Fatua Old.....
Fatua New.....
Fatua Old.....

Banuras New.....
Banuras Old.....

VESSELS EXPECTED.

THE AMERICAN MAILS.

The T.K.K. steamer *Nippon Maru*, with the mails, &c., left Shanghui for this port on the 12th inst., at daylight.

The P.M. steamer *Pera*, with the mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 25th ult.

THE ENGLISH MAIL.

The P. & O. steamer *Paramata* left Singapore for this port on the 11th inst., at noon with the outward English mails, and is due here on the 16th inst., at about 8 a.m.

THE GERMAN MAIL.

The Imperial German mail steamer *Prinz Heinrich*, carrying the German mails with dates from Berlin of the 22nd ult., left Colombo on the 10th inst., a.m., and may be expected here on or about the 20th inst.

The Imperial German mail steamer *Kong Albert* left Kobe via Nagasaki and Shanghai on the 11th inst., p.m., and may be expected here on or about the 20th inst.

THE CANADIAN MAIL.

The C.P.R. steamer *Empress of India* left Vancouver on the 30th ult., p.m., for Hongkong via the usual ports of call.

ARRIVED.

12th August.

Per *Guthrie*, from Japan, &c., Mrs. Wilson and family, Mrs. and Miss Chunyut, Messrs. Maxwell, Bonnel, Janson and Walker.

Per *Diamond*, from Manila, Messrs. Bowles, Anderson, Cason, Redman, McEwan, Darnell, Libenstein, Lieuts. Yolli and Buchan and Miss Buchan.

Per *Italo*, from Taku, Capts. Batty, Harrison, Russell and Turnbull, and Lieut. Pest.

Per *Yura*, for Hongkong, from Mursell's, Messrs. F. Levy, Max Cyhala and Domingo, from Singapore, Col. and Mrs. Van Buylest and Mr. Gabriel; from Saigon, Mr. and Mrs. Nombel, Messrs. Connally, Bennecke and J. Claret Llobet; for Shanghai, from Mursell's, Rev. Martin, Messrs. E. Jannus and E. Moine, from Saigon, Mrs. Martin, Mrs. Borelli, and Mr. Nurmadi; for Nagasaki, from Singapore, and Mrs. and Mr. Brown, Mrs. Ottawa, and Mrs. Osgood; for Yokohama, from Marseilles, Messrs. Schwab and Giraud; from Colombo, Mr. and Mrs. Smith.

DEPARTED.

Per *Malaca*, from Hongkong, for London, Major R. F. Percy, R.M.L.I. and Mr. R. J. Harris, R.N.; from Shanghai, Mrs. Dally and infant and Miss M. Carroll.

THE HONGKONG DAILY PRESS, TUESDAY, AUGUST 13TH, 1901.

JOINT STOCK SHARES.

Hongkong, 12th August.

COMPANY. PAID UP QUOTATIONS.

Banks—

Hongkong & Shantung.....

China & Japan, only.....

Do, deferred.....

Nat'l. Bank of China.....

A. Shares.....

B. Shares.....

Bull's Astorias E. A.

Campbell, atoro & Co.

China-Normco Co., Ltd.

China Light and Power Co. Ltd.

China Prov. L. & M.

China Sugar.....

China Companies.....

Alhambra Ltd.

Philippine Tobacco Co. Ltd.

Cotton Mills—

Evo.

International

Lau Kong Mow

Soyches

Yanlong

Dairy Farm

Feltwick & Co.

Green Island Cement Co.

H. & C. Bakery

Hongkong & G. C.

Hongkong Electric

H. H. L. Tramways

Hk. Steam Water boat Co. Ltd.

Hongkong Hotel

Hongkong Ice

H. K. Wharf & G.

Hongkong Rope

H. & W. Dock Insurance—

Canton

China Fire

China Traders

Hongkong Fire

North China Straits Union

Yangtze

Lands and Buildings—

Hongkong Land Inv.

Hongkong Estate

Kowloon Land & B.

West Point Building

Luzon Sugar

Manila Invest. Co., Ltd.

Mining—

Charnhageo E. A.

Jolita

Queen's Mines, Ltd.

Oliver Minas, Do.

Punjon, Do.

Rafts, Do.

New Army Dock

Orionte Hotel, Manila

Powell, Ltd.

Robinson Piano Co., Ltd.

Steunship Coys—

China and Manila

Hongkong Mutual Prof.

China Ordinary, Do.

Douglas Steamship B. & M.

Indo-China S. N.

Shell-Transport & Trading Co.

Star Ferry

Tebran Planting Co.

United Asbestos, Do.

Universal Trading Co., Ltd.

Wanchai Warehouse, Do.

Watkins, Ltd.

Watson & Co., A. S.

VERNON & SMYTH, Brokers.

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER 13TH AUGUST, F.M.

STATION. HOUR. DIREC-
TION. WIND. HUMID-
ITY. WEA-
TER.

Hongkong 12th AUGUST, A.M.

Hongkong 12th AUGUST, P.M.

Hongkong 12th AUGUST, 10 P.M.

Hongkong 12th AUGUST, 12 P.M.

Hongkong 12th AUGUST, 1 P.M.

Hongkong 12th AUGUST, 2 P.M.

Hongkong 12th AUGUST, 3 P.M.

Hongkong 12th AUGUST, 4 P.M.

Hongkong 12th AUGUST, 5 P.M.

Hongkong 12th AUGUST, 6 P.M.

Hongkong 12th AUGUST, 7 P.M.

Hongkong 12th AUGUST, 8 P.M.

Hongkong 12th AUGUST, 9 P.M.

Hongkong 12th AUGUST, 10 P.M.

Hongkong 12th AUGUST, 11 P.M.

Hongkong 12th AUGUST, 12 P.M.

Hongkong 12th AUGUST, 1 P.M.

Hongkong 12th AUGUST, 2 P.M.

Hongkong 12th AUGUST, 3 P.M.

Hongkong 12th AUGUST, 4 P.M.

Hongkong 12th AUGUST, 5 P.M.

Hongkong 12th AUGUST, 6 P.M.